

DEC 1951 51-48

U.S. Officials Only
CONFIDENTIALCENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Iran
SUBJECT Railway Capacities and ClearancesPLACE ACQUIRED
(BY SOURCE)

25X1A

DATE ACQUIRED
(BY SOURCE)

DATE (OF INFO.)

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794 OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

DATE DISTR. 8 MAR 54

NO. OF PAGES 2

NO. OF ENCLS. 1

SUPP. TO
REPORT NO.

25X1X

THIS IS UNEVALUATED INFORMATION

1. The main line of the Iranian State Railway is running from Khorramshahr via Teheran to Bandar S. on the Caspian Sea. Another line is running from Teheran to Mianeh and a third one from Teheran to Shahrouf. The total length is approximately 3000 km. The distance from Khorramshahr to Teheran is approximately 900 km.
2. The railway has a single track with a gauge of 1435 mm $[4'8\frac{1}{2}"]$. The biggest part of this track passes through mountains with several hundred bridges and tunnels. The tunnels are built according to European specifications with a maximum clearance height of 4.80 m.
3. The wagons are mostly of European (Belgian) standard, but there are also many US cars left over from World War II.
4. The maximum clearance of goods from each side is now approximately 800 tons daily, being 4 to 5 trains of 160 to 200 tons each. During World War II with the cooperation of the Allied military authorities the maximum daily clearance was 4000 tons. Without complete repair of the whole track, which is worn out, and the purchase of new locomotives and also the installation of a signal system (block system) it seems improbable that an improvement could be managed.
5. At present [REDACTED] the railway is transporting exclusively oil and sugar, and refuses to take any other cargo.
6. The daily passenger train from Khorramshahr to Teheran and vice versa, which was scheduled to 25 hours for the 900 km, is now traveling in 40 to 48 hours.

25X1X

U.S. Officials Only

CONFIDENTIAL

SEE LAST PAGE FOR SUBJECT & AREA CODES

DISTRIBUTION	STATE	ARMY	NAVY	AIR	FBI				
--------------	-------	------	------	-----	-----	--	--	--	--

25X1X

CONFIDENTIAL/US OFFICIALS ONLY

-2-

7. The quantity of wagons would be sufficient if a normal turnover could be obtained. All of the locomotives, which are of different systems (German - Borsig and Henschel, British and US) are fired by mazoud, but are all badly in need of repair. The maximum carrying power is 40 tons per car, being five tons per axle.

8. Maximum sizes and capacities of available railroad cars:

Maximum height.....	3 to 4 meters (10' to 13')
Maximum length - single car.....	15 meters (49' - 2 1/2")
Maximum length - coupled car.....	30 meters (98' - 5")
Maximum width - platform.....	2.50 meters (8' - 2 1/2")
Maximum width - clearance.....	3.00 meters (9' - 10")
Maximum load - single car.....	15 metric tons
	(16.5 short tons)
	(14.75 long tons)
Maximum load - coupled car.....	30 metric tons
	(33.0 short tons)
	(29.5 long tons)

[ENCLOSURE (A): Diagram showing minimum clearances.

LIBRARY SUBJECT & AREA CODES

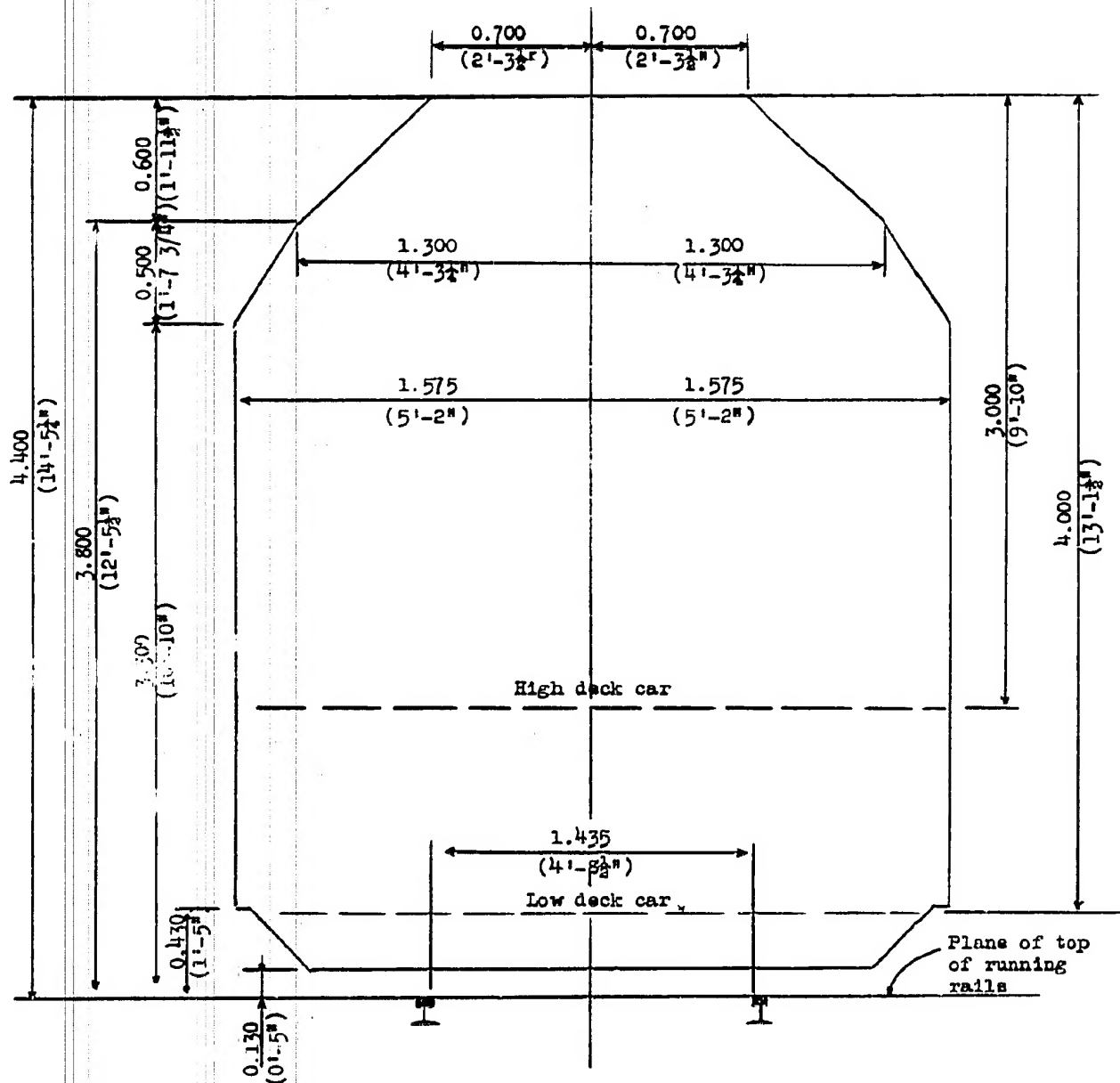
755.21	5K
755.211	5K
755.82	5K
755.221	5K
755.23	5K
755.312	5K
755.731	5K
755.745	5K
755.747	5K
755.9	5K
755.311	5K
755.84	5K

CONFIDENTIAL/US OFFICIALS ONLY

25X1X

CONFIDENTIAL/US OFFICIALS ONLY

ENCLOSURE (A): Minimum Clearances



(Scale: 1:25)

Note: Dimensions are in meters with feet and inches in parenthesis

CONFIDENTIAL/US OFFICIALS ONLY